

Message Text

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INFO OCT-01 ISO-00 /001 R

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P 082322Z OCT 75

FM SECSTATE WASHDC

TO USMISSION GENEVA PRIORITY

UNCLAS STATE 240648

GENEVA PASS ICEM

FOLLOWING REPEAT MANILA 14154 ACTION SECSTATE INFO
CINCPAC 13TH AIR FORCE CLARK CSAF JCS DTD 07 OCT

QTE

UNCLAS MANILA 14154

E.O. 11652: N/A

TAGS: OCLR, MARR, RP

SUBJ: CLEARANCE FOR REFUGEE FLIGHTS

REF: (A) MANILA 13998 (SECSTATE ONLY); (B) MANILA 13537 250915Z
SEP 75; (C) MANILA 12686 090926Z SEP 75 (NOTAL); (D) JCS WASHDC
012259Z AUG 75; (E) STATE 086486 160153Z APR 75 (NOTAL); (F) MANILA
4553 110751Z APR 75 (NOTAL)

1. REFTEL A RELATES TO OVERFLIGHT CLEARANCE FOR ICEM REFUGEE
FLIGHT. CLEARANCE REQUESTED BY CARRIER, WORLD AIRWAYS, ONLY TWO
WORKING DAYS IN ADVANCE. EMBASSY WISHES TO REMIND WASHINGTON
OFFICES CONCERNED WITH REFUGEE FLIGHTS THAT PHILIPPINE CLEARANCE
PROCEDURES ARE APPLICABLE TO ALL CIVILIAN AIRCRAFT, INCLUDING
THOSE CHARTERED BY U.S. GOVERNMENT.

2. BECAUSE OF CLEARANCE PROBLEMS FOR MAC CHARTERS INTO
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CLARK AND SUBIC (REFTEL B), IT IS PARTICULARLY ESSENTIAL

FOR GOVERNMENT CHARTERS TO COMPLY IN ALL RESVE TS WITH PHILIPPINE CLEARANCE PROCEDURES. IN RESOLVING MAC CHARTER PROBLEM WITH PHILIPPINE GOVERNMENT, EMBASSY AND 13TH AIR FORCE DETERMINED THAT OUR PROCEDURES FOR PROVIDING INFORMATION TO PHILIPPINE GOVERNMENT REGARDING MOVEMENT OF OUR AIRCRAFT WERE INDEED INADEQUATE FROM AN AIR DEFENSE STANDPOINT. WE HAVE ACCORDINGLY INSTITUTED A NEW PROCEDURE BY WHICH INFORMATION WHICH HAS BEEN AVAILABLE WITHIN THE MAC SYSTEM WILL BE PROVIDED DIRECTLY BY AIRLIFT CONTRACT ADMINISTRATION AT CLARK TO PHILIPPINE FIRST AIR DIVISION. FIRST AIR DIVISION HAS ACCEPTED THIS PROCEDURE, PROVIDED AIRLIFT CONTRACT ADMINISTRATION COVERING LETTER IS LABELED AS A REQUEST FOR DIPLOMATIC CLEARANCE. ALL IT WOULD TAKE AT THIS STAGE TO PUT US BACK TO SQUARE ONE WOULD BE ONE OR TWO INSTANCES OF U.S. GOVERNMENT-CHARTERED AIRCRAFT VIOLATING PHILIPPINE CLEARANCE PROCEDURES.

3. LATTER POINT NEEDS PARTICULAREMPHASIS SINCE CARRIER FOR THIS CHARTER IS WORLD AIRWAYS. REFTEL C AND PREVIOUS CABLES DESCRIBE THE PROBLEMS WE HAVE HAD WITH WORLD AIRWAYS IN RECENT PAST. MOREOVER, IN RESEARCHING OUR FILES, WE DISCOVER THAT WORLD AIRWAYS WAS THE CARRIER IN PREVIOUS ICEM FLIGHT WHICH SOUGHT PERMISSION TO LAND AT CLARK, DURING WHICH EPISODE WORLD AIRWAYS WAS INFORMED NOT ONLY OF IMPOSSIBILITY OF CLARK LANDING, BUT ALSO OF CLEARANCE REQUIREMENTS (REFTEL D). FURTHERMORE, ITS AIRCRAFT IN APRIL LANDED AT MANILA INTERNATIONAL AIRPORT WITHOUT CLEARANCE, FOLLOWING WHICH EVENT WORLD AIRWAYS WAS ALSO ADVISED OF CLEARANCE REQUIREMENTS (REFTELS E AND F). IN THE APRIL INCIDENT AIRCRAFT FIRST SOUGHT TO LAND AT CLARK ON ONE HOUR'S NOTICE, BUT WAS FORTUNATELY REFUSED BY OFFICERS ON DUTY BECAUSE FLIGHT WAS PRIVATE UNDERTAKING.

4. WORLD AIRWAYS ALMOST SINGLEHANDEDLY JEOPARDIZED THE SMOOTH FLOW OF THE ENTIRE MAC CHARTER OPERATION INTO CLARK AND SUBIC. THERE IS TOO MUCH AT STUKE TO ULLOW ITHIS AIRLINE TO PLAY FREE AND LOOSE WITH CLEARANCES. EMBASSY WILL HENCEFORTH EXPECT WORLD AIRWAYS TO COMPLY WITH SEVEN DAY ADVANCE NOTIFICATION REQUIREMENT. IN UNCLASSIFIED

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THIS REGARD, WORLD AIRWAYS HAS CABLED EMBASSY STATING THAT IT WAS AWARDED ICEM TRIP ON OCTOBER 3 AND THUS WAS UNABLE TO COMPLY. DEPARTMENT REQUESTED TO CONFIRM THIS STATEMENT.
SULLIVAN UNQTE KISSINGER

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